

<b>Interview Summary</b>	<b>Application No.</b>	<b>Applicant(s)</b>	
	10/694,487	KAPLAN, STEVEN D.	
	<b>Examiner</b>	<b>Art Unit</b>	
	Steven D. Maki	1733	

All participants (applicant, applicant's representative, PTO personnel):

(1) Steven D. Maki.

(3) Steven D. Kaplan.

(2) James Lampert.

(4) \_\_\_\_\_.

Date of Interview: 14 September 2005.

Type: a) ☐ Telephonic b) ☐ Video Conference  
c) ☒ Personal [copy given to: 1) ☐ applicant 2) ☒ applicant's representative]

Exhibit shown or demonstration conducted: d) ☒ Yes e) ☐ No.

If Yes, brief description: cross section of pneumatic tire and demonstration of initiation of roll using a model car.

Claim(s) discussed: 1.

Identification of prior art discussed: art of record including Japan 177, Japan 403, Gillbert and figure 1 of US 6202726.

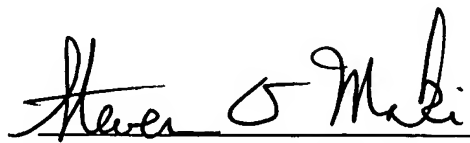
Agreement with respect to the claims f) ☐ was reached. g) ☐ was not reached. h) ☒ N/A would consider

Substance of Interview including description of the general nature of what was agreed to if an agreement was reached, or any other comments: Discussed Interview Summary Attachments A and B.

(A fuller description, if necessary, and a copy of the amendments which the examiner agreed would render the claims allowable, if available, must be attached. Also, where no copy of the amendments that would render the claims allowable is available, a summary thereof must be attached.)

THE FORMAL WRITTEN REPLY TO THE LAST OFFICE ACTION MUST INCLUDE THE SUBSTANCE OF THE INTERVIEW. (See MPEP Section 713.04). If a reply to the last Office action has already been filed, APPLICANT IS GIVEN ONE MONTH FROM THIS INTERVIEW DATE, OR THE MAILING DATE OF THIS INTERVIEW SUMMARY FORM, WHICHEVER IS LATER, TO FILE A STATEMENT OF THE SUBSTANCE OF THE INTERVIEW. See Summary of Record of Interview requirements on reverse side or on attached sheet.

Examiner Note: You must sign this form unless it is an Attachment to a signed Office action.

  
Examiner's signature, if required

## Summary of Record of Interview Requirements

### Manual of Patent Examining Procedure (MPEP), Section 713.04, Substance of Interview Must be Made of Record

A complete written statement as to the substance of any face-to-face, video conference, or telephone interview with regard to an application must be made of record in the application whether or not an agreement with the examiner was reached at the interview.

### Title 37 Code of Federal Regulations (CFR) § 1.133 Interviews

#### Paragraph (b)

In every instance where reconsideration is requested in view of an interview with an examiner, a complete written statement of the reasons presented at the interview as warranting favorable action must be filed by the applicant. An interview does not remove the necessity for reply to Office action as specified in §§ 1.111, 1.135. (35 U.S.C. 132)

#### 37 CFR §1.2 Business to be transacted in writing.

All business with the Patent or Trademark Office should be transacted in writing. The personal attendance of applicants or their attorneys or agents at the Patent and Trademark Office is unnecessary. The action of the Patent and Trademark Office will be based exclusively on the written record in the Office. No attention will be paid to any alleged oral promise, stipulation, or understanding in relation to which there is disagreement or doubt.

The action of the Patent and Trademark Office cannot be based exclusively on the written record in the Office if that record is itself incomplete through the failure to record the substance of interviews.

It is the responsibility of the applicant or the attorney or agent to make the substance of an interview of record in the application file, unless the examiner indicates he or she will do so. It is the examiner's responsibility to see that such a record is made and to correct material inaccuracies which bear directly on the question of patentability.

Examiners must complete an Interview Summary Form for each interview held where a matter of substance has been discussed during the interview by checking the appropriate boxes and filling in the blanks. Discussions regarding only procedural matters, directed solely to restriction requirements for which interview recordation is otherwise provided for in Section 812.01 of the Manual of Patent Examining Procedure, or pointing out typographical errors or unreadable script in Office actions or the like, are excluded from the interview recordation procedures below. Where the substance of an interview is completely recorded in an Examiners Amendment, no separate Interview Summary Record is required.

The Interview Summary Form shall be given an appropriate Paper No., placed in the right hand portion of the file, and listed on the "Contents" section of the file wrapper. In a personal interview, a duplicate of the Form is given to the applicant (or attorney or agent) at the conclusion of the interview. In the case of a telephone or video-conference interview, the copy is mailed to the applicant's correspondence address either with or prior to the next official communication. If additional correspondence from the examiner is not likely before an allowance or if other circumstances dictate, the Form should be mailed promptly after the interview rather than with the next official communication.

The Form provides for recordation of the following information:

- Application Number (Series Code and Serial Number)
- Name of applicant
- Name of examiner
- Date of interview
- Type of interview (telephonic, video-conference, or personal)
- Name of participant(s) (applicant, attorney or agent, examiner, other PTO personnel, etc.)
- An indication whether or not an exhibit was shown or a demonstration conducted
- An identification of the specific prior art discussed
- An indication whether an agreement was reached and if so, a description of the general nature of the agreement (may be by attachment of a copy of amendments or claims agreed as being allowable). Note: Agreement as to allowability is tentative and does not restrict further action by the examiner to the contrary.
- The signature of the examiner who conducted the interview (if Form is not an attachment to a signed Office action)

It is desirable that the examiner orally remind the applicant of his or her obligation to record the substance of the interview of each case. It should be noted, however, that the Interview Summary Form will not normally be considered a complete and proper recordation of the interview unless it includes, or is supplemented by the applicant or the examiner to include, all of the applicable items required below concerning the substance of the interview.

A complete and proper recordation of the substance of any interview should include at least the following applicable items:

- 1) A brief description of the nature of any exhibit shown or any demonstration conducted,
- 2) an identification of the claims discussed,
- 3) an identification of the specific prior art discussed,
- 4) an identification of the principal proposed amendments of a substantive nature discussed, unless these are already described on the Interview Summary Form completed by the Examiner,
- 5) a brief identification of the general thrust of the principal arguments presented to the examiner,  
(The identification of arguments need not be lengthy or elaborate. A verbatim or highly detailed description of the arguments is not required. The identification of the arguments is sufficient if the general nature or thrust of the principal arguments made to the examiner can be understood in the context of the application file. Of course, the applicant may desire to emphasize and fully describe those arguments which he or she feels were or might be persuasive to the examiner.)
- 6) a general indication of any other pertinent matters discussed, and
- 7) if appropriate, the general results or outcome of the interview unless already described in the Interview Summary Form completed by the examiner.

Examiners are expected to carefully review the applicant's record of the substance of an interview. If the record is not complete and accurate, the examiner will give the applicant an extendable one month time period to correct the record.

### Examiner to Check for Accuracy

If the claims are allowable for other reasons of record, the examiner should send a letter setting forth the examiner's version of the statement attributed to him or her. If the record is complete and accurate, the examiner should place the indication, "Interview Record OK" on the paper recording the substance of the interview along with the date and the examiner's initials.

Art Unit: 1733

### Interview Summary Attachment A

Discussed Interview Summary Attachment B. Applicant's representative argued that the shoulder of Japan 177 does not engage the road. Examiner noted that engagement with the road relates to intended use. Applicant's representative also argued that Japan 177 does not have ribs and grooves. With respect to ribs / grooves and Japan 177, Examiner noted that this requires further search. With respect to Japan 403, discussed the terms "shoulder" and "sidewall". Applicant's representative argued that Japan 403 locates the low friction member 8 on the sidewall instead of the shoulder and directed attention to upper left part of page 3 of the translation of Japan 403. Examiner noted that it is unclear if the term "shoulder" as used in claim 1 requires a location different from that disclosed by Japan 403. However, examiner noted that the proposed language of "a pair of shoulders each of which is positioned radially between the circumferentially-outwardly facing tread surface and a respective one of the sidewall portions", if incorporated in an amendment, requires further consideration (evaluated based on a rereading of the specification) and further search (e.g. as to how the prior art uses / defines the term "shoulder"). Examiner also requested a copy of an English language translation of Japan 177 if available.

# INTERVIEW SUMMARY ATTACHMENT B

attachment  
to paper  
no. 091405

09/07/2005 11:33 FAX

W C P H AND D LLP

001

WILMER CUTLER PICKERING  
HALE AND DORR LLP

FACSIMILE

DATE

September 7, 2005

TO

Steven D. Maki  
USPTO

FAX

fax: (571) 273-1221

phone: (571) 272-1221

60 STATE STREET  
BOSTON, MA 02109  
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FROM

Monica Grewal  
(617) 526-6223

NUMBER OF PAGES, INCLUDING COVER

15

MESSAGE

RE: U.S. Patent Application No.: 10/694,487

Entitled: Tire for Preventing Rollover or Oversteer of a Vehicle

Attorney Docket No.: 0290527.00121 US1

Attached please find the draft response to the office action mailed June 16, 2005, in regards to the above-referenced patent application. This response will be discussed at the in-person interview on September 14, 2005.

This facsimile transmission is confidential and may be privileged. If you are not the intended recipient, please immediately call the sender or, if the sender is not available, call +1 617 526 5413 and destroy all copies of this transmission. If the transmission is incomplete or illegible, please call the sender or, if the sender is not available, call +1 617 526 5413. Thank you.

BALTIMORE BEIJING BERLIN BOSTON BRUSSELS LONDON MUNICH  
NEW YORK NORTHERN VIRGINIA OXFORD PALO ALTO WALTHAM WASHINGTON

# INTERVIEW SUMMARY ATTACHMENT B

09/07/2005 11:33 FAX

W C P H AND D LLP

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attachment  
to paper  
no. 091405

I hereby certify that this correspondence is being deposited with the U.S. Postal Service with sufficient postage as First Class Mail, in an envelope addressed to: MS Amendment, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on the date shown below.

Dated: \_\_\_\_\_ Signature: \_\_\_\_\_  
(Lisa A. Calder)

Docket No.: 0290527.00121US1  
(PATENT)

**DRAFT**

## IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Patent Application of:  
Steven D. KAPLAN

Application No.: 10/694487

Confirmation No.: 4276

Filed: October 27, 2003

Art Unit: 1733

For: TIRE FOR PREVENTING ROLLOVER OR  
OVERSTEER OF A VEHICLE

Examiner: S. D. Maki

### AMENDMENT IN RESPONSE TO NON-FINAL OFFICE ACTION

MS Amendment  
Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Dear Sir:

### INTRODUCTORY COMMENTS

In response to the Office Action dated June 16, 2005, please amend the above-identified U.S. patent application as follows:

**Amendments to the Claims** are reflected in the listing of claims which begins on page 2 of this paper.

**Remarks/Arguments** begin on page 9 of this paper.

US100CS 6194883V2

Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**AMENDMENTS TO THE CLAIMS

1. (Currently amended) A tire ~~for preventing vehicle rollover or oversteer~~ comprises comprising:

a pair of bead portions[(:)] [(:)]

a pair of sidewall portions[(:)] [(:)]

a tread portion extending between the pair of sidewall portions, the tread portion having a circumferentially-outwardly facing tread surface having a plurality of ribs and grooves, and a portion of low friction material positioned along an edge- a pair of shoulders each of which is positioned radially of the tread portion between the circumferentially-outwardly facing tread surface and a respective one of the sidewall portions; and

a low friction material positioned in one of the shoulders, the low friction material being arranged to engage a road surface in response to side forces exerted on the tire and to of one of the pair of sidewall portions reduce frictional forces between the tire and the road when the low friction material contacts the road.

2. (Canceled)

3. (Currently amended) The tire of claim 1 further comprising a second portion of low friction material positioned in the other one of the shoulders radially between the circumferentially-outwardly facing tread surface and the other along a second edge one of the pair the tread portion along the other one of the sidewall portions.

4. (Currently amended) The tire of claim 1 wherein the portion of low friction material is molded into said one shoulder of the tread portion.

Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**

5. (Currently amended) The tire of claim 1 wherein the tire comprises rubber compound and the portion of low friction material is incorporated into the rubber compound radially inwardly of the circumferentially-outwardly facing of the edge surface of the tread portion.

6. (Currently amended) The tire of claim 1 wherein the portion of low friction material is a coating applied to ~~the edge of~~ said one shoulder of the tread portion.

7. (Original) The tire of claim 1 wherein the portion of low friction material is ultra-high molecular weight polyethylene.

8. (Original) The tire of claim 1 wherein the portion of low friction material is a fluoropolymer.

9. (Original) The tire of claim 1 wherein the portion of low friction material is silicon material.

10. (Original) The tire of claim 1 wherein the portion of low friction material is ceramic material.

11. (Currently amended) The tire of claim 1 wherein the portion of low friction material is Kevlar<sup>®</sup> comprises an aromatic polyamide.

12. (Original) The tire of claim 1 wherein the portion of low friction material is nylon.

13. (Currently amended) A tire ~~for preventing rollover or oversteer of a vehicle comprises~~ comprising:

a pair of bead portions[[L]] [[R]]

Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

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a pair of sidewall portions[(:)] [(;)] and

a tread portion toroidally extending between the pair of sidewall portions, the tread portion having a circumferentially-outwardly facing tread surface having a plurality of ribs and grooves, and a shoulder positioned radially inward of said tread surface and outward of one of the sidewall portions, the shoulder and the one of the sidewall portions being comprised of low friction material[(,)] and one of the sidewall portions having a portion of low friction material wherein the shoulder of the tread portion and the portion of low friction material of the one of the sidewall portions each has a surface that is arranged to engage the road surface in response to side forces exerted on the tire and to reduce frictional forces between the tire and the road when the low friction material thereof contacts the road.

14. (Canceled)

15. (Original) The tire of claim 13 further comprising a second shoulder comprised of low friction material.

16. (Original) The tire of claim 13 wherein the low friction material in the shoulder is molded into the shoulder.

17. (Original) The tire of claim 13 wherein the tire comprises rubber compound and the low friction material is incorporated into the rubber compound of the shoulder and the sidewall portion.

18. (Original) The tire of claim 13 wherein the low friction material is a coating applied to the shoulder and the sidewall portion.

19. (Original) The tire of claim 13 wherein the low friction material is ultra-high molecular weight polyethylene.



Application No.: 10/694487

Docket No.: 0290527.00121US1

Arndt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**

20. (Original) The tire of claim 13 wherein the low friction material is a fluoropolymer.

21. (Original) The tire of claim 13 wherein the low friction material is silicon material.

22. (Original) The tire of claim 13 wherein the low friction material is ceramic material.

23. (Currently amended) The tire of claim 13 wherein the low friction material is ~~Kevlar®~~ comprises an aromatic polyamide.

24. (Original) The tire of claim 13 wherein the low friction material is nylon.

25. (Currently amended) A tire ~~for preventing rollover or oversteer of a vehicle comprises~~ comprising:

a pair of bead portions[[1]] [[7]]

a pair of sidewall portions[[1]] [[7]] and

a tread portion toroidally extending between the pair of sidewall portions, the tread portion having a circumferentially-outwardly facing tread surface having a plurality of ribs and grooves and a pair of opposed shoulders positioned radially inward of said tread surface and outward of the sidewall portions, with each of the shoulders having a portion of low friction material that is arranged to engage the road surface in response to side forces exerted on the tire and to reduce frictional forces between the tire and the road when the low friction material thereof engages the road.

26. (Canceled)

Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**

27. (Currently amended) The tire of claim 25 wherein each of the portions of low friction material is molded into said each of the shoulders of the tread portion.

28. (Original) The tire of claim 25 wherein the tire comprises rubber compound and each of the portions of low friction material is incorporated into the rubber compound of the shoulder portions.

29. (Currently amended) The tire of claim 25 wherein each of the portions of low friction material is a coating applied to said each of the shoulders of the edge of the tread portion.

30. (Original) The tire of claim 25 wherein each of the portions of low friction material is ultra-high molecular weight polyethylene.

31. (Original) The tire of claim 25 wherein each of the portions of low friction material is a fluoropolymer.

32. (Original) The tire of claim 25 wherein each of the portions of low friction material is silicon material.

33. (Original) The tire of claim 25 wherein each of the portions of low friction material is ceramic material.

34. (Currently amended) The tire of claim 25 wherein each of the portions of low friction material is Kevlar<sup>®</sup> comprises an aromatic polyamide.

35. (Original) The tire of claim 25 wherein each of the portions of low friction material is nylon.

36. (Currently amended) A tire ~~for preventing rollover or oversteer of a vehicle~~ comprises comprising:

Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**

a pair of bead portions~~[(a)]~~ [(f)]

a pair of sidewall portions~~[(c)]~~ [(g)] and

a tread portion toroidally extending between the pair of sidewall portions, the tread portion having a circumferentially-outwardly facing tread surface having a plurality of ribs and grooves and a pair of opposed shoulders radially inward of said tread surface and outward of the sidewall portions, with each of the shoulders having a portion of low friction material, and the sidewall portions each having a portion of low friction material wherein each of the portions of low friction material has a surface that is arranged to engage a road surface and reduce frictional forces between the tire and the road when the low friction material thereof engages the road.

37. (Canceled)

38. (Original) The tire of claim 36 wherein each of the portions of low friction material in the shoulders is molded into the shoulders.

39. (Original) The tire of claim 36 wherein the tire comprises rubber compound and each of the portions of low friction material is incorporated into the rubber compound.

40. (Original) The tire of claim 36 wherein each of the portions of low friction material is a coating applied to the shoulders and the sidewalls.

41. (Original) The tire of claim 36 wherein each of the portions of low friction material is ultra-high molecular weight polyethylene.

42. (Original) The tire of claim 36 wherein each of the portions of low friction material is a fluoropolymer.

Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**

43. (Original) The tire of claim 36 wherein each of the portions of low friction material is silicon material.

44. (Original) The tire of claim 36 wherein each of the portions of low friction material is ceramic material.

45. (Currently amended) The tire of claim 36 wherein each of the portions of low friction material is Kevlar<sup>®</sup> comprises an aromatic polyamide.

46. (Original) The tire of claim 36 wherein each of the portions of low friction material is nylon.

47. - 56. (Canceled)

Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**REMARKS

Claims 1-56 are pending in this application. Claims 1, 3, 4, 5, 6, 11, 13, 23, 25, 27, 29, 34, 36 and 45 have been amended. Claims 2, 14, 26, 37, and 47-56 have been canceled.

It is believed no new matter has been added.

Claims Rejections – 35 USC § 112

2. Claims 11, 23, 34, 45 and 55 have been rejected under 35 U.S.C. § 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. In particular, the claims 11, 23, 34, 45 and 55 have been rejected as they contain the trademark/trade name Kevlar®.

Claims 11, 23, 34, 45 and 55 have been amended to recite that the low friction material comprises an aromatic polyamide material as noted by the Examiner instead of the use of an example, Kevlar®.

Claims Rejections – 35 USC § 102

4. Claims 47, 48, 50 and 51 have been rejected under 35 U.S.C. § 102(b) as being anticipated by Japan 109 (JP 4-159109).

Claims 47-56 have been canceled.

5. Claims 47, 48, 50 and 51 have been rejected under 35 U.S.C. § 102(b) as being anticipated by Japan 833 (JP 4-71833).

Claims 47 – 56 have been canceled.

6. Claims 1-4, 6, 8, 13-16, 18, 20, 25-27, 29, 31, 36-38, 40, 42, 47-48, 50 and 52 have been rejected under 35 U.S.C. § 102(b) as being anticipated by Japan 177 (JP 3-246177). This rejection should be reconsidered and withdrawn.

The cited reference, Japan 177 (JP 3-246177) discloses a tire drive crawler belt device wherein a crawler belt is mounted on a plurality of wheel tires. The reference purports to reduce friction between tires positioned in a crawler belt and the side guide of the crawler belt itself. Friction reducing members are provided on the radially outwardly facing tapered surfaces

Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**

of the tire that extend inwardly from the portion of the tread that engages the base of the crawler belt and engage the tapered surfaces of the inside side walls or guides of the crawler belt. These friction reducing members reduce friction between the sides of the tires and the sides of the belt and the resulting tendency of the tires to ride up the sides of, and thus come off, the crawler belt.

The tires of the crawler belt device shown in the Japan 177 reference do not contact the ground or any road surface. Rather, they are fitted inside of a continuous belt/track, and it is the belt/track, and not the tires, that engage the ground. Thus, Japan 177 does not disclose the positioning of low friction material in any surface of a tire that contacts a road surface and will reduce frictional forces between the tire and the road.

Unlike the Japan 177 reference, the recited invention is directed specifically to preventing vehicle rollover or oversteer by providing low friction material positioned in the shoulders of the tread portion of the tires, radially outwardly of the tire sidewalls. When a vehicle makes a hard turn, the shoulders of the tread will often come into contact with the road surface. In applicant's tire, the low friction material on the tread shoulders reduces the frictional forces between the tire and road in these circumstances, and thus reduces the chances that the vehicle will roll-over.

The present invention and the Japan 177 reference are thus directed to different solutions to different problems -- i.e., preventing a vehicle from tipping over when the shoulder of its tire rolls and comes into contact with the road (applicant's invention), and preventing a tire that is positioned in a crawler belt and never contacts the road from riding up and simply coming off the belt (Japan 177).

There is in the Japan 177 reference no teaching or suggestion of the problem of preventing rollover or oversteer of a vehicle, of a tire tread shoulder that rolls into contact with the ground when excessive side forces are applied to the tire, or to reducing the likelihood of rollover through the specific use of low friction material in the tire shoulder such that it will reduce sidewise frictional forces when the tire tread rolls and the low friction material contacts the road.

At least for these reasons, the independent claims 1, 13, 25 and 36, and their respective dependent claims are neither anticipated by nor obvious in view of the Japan 177 reference, and are allowable.

Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**

10. Claims 1-3, 6, 13-15, 18, 25-26, 29, 36-37, 40, 47-48 and 50 have been rejected under 35 U.S.C. § 102(b) as being anticipated by Japan 403 (JP 2-197403). This rejection should also be reconsidered and withdrawn.

The reference Japan 403 (JP 2-197403) discloses the use of low friction material for decreasing excessive deformation of a tire for a vehicle to prevent the separation of the tire from the rim. A band-shaped, low friction member is affixed or formed integrally with the tire sidewall – radially inwardly of (and not on) the tread shoulder. As described in the “operation of the embodiment” in the Japan 403 reference, under standard driving conditions, with the tire deformation that occurs when the tire load is increased or when a sudden turn is made, is “the tread 2 and the border between the sidewall and the tread 2, which is known as the shoulder, contact the ground” but “the low-friction member 8 [on the tire sidewall] does not contact the ground.” Thus, in the Japan 403 reference, there is no low friction material in the tire shoulder, i.e., “the border between the sidewall and the tread 2,” to contact the road and reduce frictional forces between the tire and the road when a sudden turn is made.

Unlike the Japan 403 reference, the recited invention is directed, not to preventing separation of the tire from the rim, but to preventing vehicle rollover or oversteer. Thus, rather than providing low friction material in the tire sidewall, applicant’s invention provides such a material in the shoulders of the tread portion of the tires radially outwardly of the tire sidewalls. When a vehicle having applicant’s tires makes a hard turn, the shoulders of the tread, including the surfaces of the low friction material will often come into contact with the road surface, and when they do so the low friction material on the tread shoulder will reduce the frictional forces between the tire and road, and thus reduce the chances that the vehicle will roll-over.

The present invention and the Japan 403 reference are thus directed to different solutions to fundamentally different problems – i.e., preventing the a vehicle from tipping over when the shoulder of its tire rolls and comes into contact with the road, (applicant’s invention) and preventing a tire from coming loose from a rim even “in such cases as when sudden turns are made when the air pressure in the tire is insufficient for the rating.” (Japan 403)

There is no teaching or suggestion in the Japan 403 reference of preventing rollover or oversteer of a vehicle, by providing low friction material in the tire shoulder rather than in the tire sidewall.

Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**

At least for these reasons, the independent claims 1, 13, 25 and 36, and their respective dependent claims are neither anticipated by nor obvious in view of the Japan 403 reference and are allowable.

**Claims Rejections – 35 USC § 103**

As discussed above, neither Japan 177 nor Japan 403 anticipates any of applicant's claims. That being so, the rejections under Section 103 should similarly be reconsidered and withdrawn.

7. Claims 5, 7, 17, 19, 28, 30, 39, 41, 49, and 51 have been rejected under 35 U.S.C. § 103(a) as being unpatentable over Japan 177 in view of Japan 348 (JP 61-7348) or Japan 413 (JP63-218413).

For the reasons stated before with respect to reference Japan 177, the claims 5, 7, 17, 19, 28, 30, 39, and 41 are allowable.

8. Claims 5, 9, 17, 21, 28, 32, 29, 43, 49, and 53 have been rejected under 35 U.S.C. § 103(a) as being unpatentable over Japan 177 in view of Costa Pereira et al (US 6,116,313).

For the reasons stated before with respect to reference Japan 177, the claims 5, 9, 17, 21, 28, 32, 29, and 43 are allowable.

9. Claims 7, 10-12, 19, 22-24, 30, 33-35, 41, 44-46, 51 and 54-56 have been rejected under 35 U.S.C. § 103(a) as being unpatentable over Japan 177 in view of Muramatsu et al (US 5,540,489) and/or Bartkowiak (US 5,069,331).

For the reasons stated before with respect to reference Japan 177, the claims 7, 10-12, 19, 22-24, 30, 33-35, 41, and 44-46 are allowable.

11. Claims 1-4, 6, 8, 13-16, 18, 20, 25-27, 29, 31, 36-38, 40, 42, 47-48, 50 and 52 have been rejected under 35 U.S.C. § 103(a) as being unpatentable over Japan 403 and optionally at least one of Japan 177 and Matsumoto (US 6,102,094).



Application No.: 10/694487

Docket No.: 0290527.00121US1

Amdt. dated: 09/07/05

Reply to Non-Final Office Action dated: 06/16/05

**DRAFT**

For the reasons stated before with respect to references Japan 403 and Japan 177, the claims 1-4, 6, 8, 13-16, 18, 20, 25-27, 29, 31, 36-38, 40, and 42 are allowable.

12. Claims 5, 7, 17, 19, 28, 30, 39, 41, 49, and 51 have been rejected under 35 U.S.C. § 103(a) as being unpatentable over Japan 403 and optionally at least one of Japan 177 and Matsumoto as applied above and further in view of Japan 348 (JP 61-7348) or Japan 413 (JP 63-218413).

For the reasons stated before, with respect to references Japan 403 and Japan 177, the claims 5, 7, 17, 19, 28, 30, 39, and 41 are allowable.

13. Claims 5, 9, 17, 21, 28, 32, 39, 43, 49, and 53 have been rejected under 35 U.S.C. § 103(a) as being unpatentable over Japan 403 and optionally at least one of Japan 177 and Matsumoto as applied above and further in view of Costa Pereira et al (US 6,116,313).

For the reasons stated before, with respect to references Japan 403 and Japan 177, the claims 5, 9, 17, 21, 28, 32, 39, and 43 are allowable.

14. Claims 7, 10-12, 19, 22-24, 30, 33-35, 41, 44-46, 51 and 54-56 have been rejected under 35 U.S.C. § 103(a) as being unpatentable over Japan 403 and optionally at least one of Japan 177 and Matsumoto as applied above and further in view of Muramatsu et al (US 5,540,489) and/or Bartkowiak (US 5,069,331).

For the reasons stated before, with respect to references Japan 403 and Japan 177, the claims 7, 10-12, 19, 22-24, 30, 33-35, 41, and 44-46 are allowable.

Application No.: 10/694487

Docket No.: 0290527.00121US1

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**DRAFT**

In view of the above amendment, applicant submits that the pending application is in condition for allowance, and such action is respectfully solicited.

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Respectfully submitted,

By \_\_\_\_\_  
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